

Fact Sheet



Pier S Marine Terminal and Back Channel Improvements Project

Purpose

The Pier S Marine Terminal and Back Channel Improvements Project proposes to construct a modern, efficient and environmentally friendly containerized cargo terminal at the Port of Long Beach and improve the Cerritos and Back channels to increase navigational safety. The project adheres to all environmental measures contained in the Port of Long Beach Green Port Policy and San Pedro Bay Ports Clean Air Action Plan.

The Port proposes to:

- Develop a marine shipping terminal at Pier S to meet consumer and business trade demands.
- Implement aggressive environmental improvement measures contained in the San Pedro Bay Ports Clean Air Action Plan.
- Improve the Back Channel to increase navigational safety.

Overview

The project proposes to develop

160 acres of undeveloped property on Terminal Island located south of Pier A and the Cerritos Channel, and north of Pier T, into a container shipping terminal. The adjacent Cerritos Channel plan includes widening and dredging to allow for ship berthing and the safe passage of modern container vessels through the channel. Back Channel dredging will extend the navigable width of the channel to increase navigational safety. The Port and the U.S. Army Corps of Engineers (Corps) will be the lead agencies in preparing a joint Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the project.

Proposed construction:

- Develop a wharf and berth infrastructure at Pier S to support container shipping.
- Develop terminal property for the storage and transport of containerized cargo.
- Provide efficient access to rail systems to maximize the use of on-dock rail.
- Dredge the Cerritos Channel and Back Channel.

Environmental Protection

In keeping with the Port's Green Port Policy and the San Pedro Bay Ports Clean Air Action Plan, the project minimizes or eliminates negative environmental impacts from terminal operations.

To improve air quality and reduce environmental impacts, the Project proposal includes:

- Shoreside electricity infrastructure so ships can plug into electricity rather than use their auxiliary diesel engines.
- "Green" truck programs, as outlined in the Clean Air Action Plan, which would phase out the use of older, dirtier trucks.
- An on-dock rail yard to shift cargo shipments from trucks to trains, thus reducing truck trips and associated air emissions.
- "Green Leases" that require environmental compliance by the terminal operator and other businesses that use the facility.
- Lower-emission locomotives.
- Cleaner, alternative fuel powered cargo equipment.
- Green Flag Vessel Speed

Reduction program requirements and use of low-sulfur fuels for ships.

- “Green building” environmental standards, including drought-resistant landscaping and energy-efficient lighting.
- Storm water pollution prevention practices and technologies during construction and operation.
- Reuse or recycle waste materials such as concrete, steel, copper and other materials.

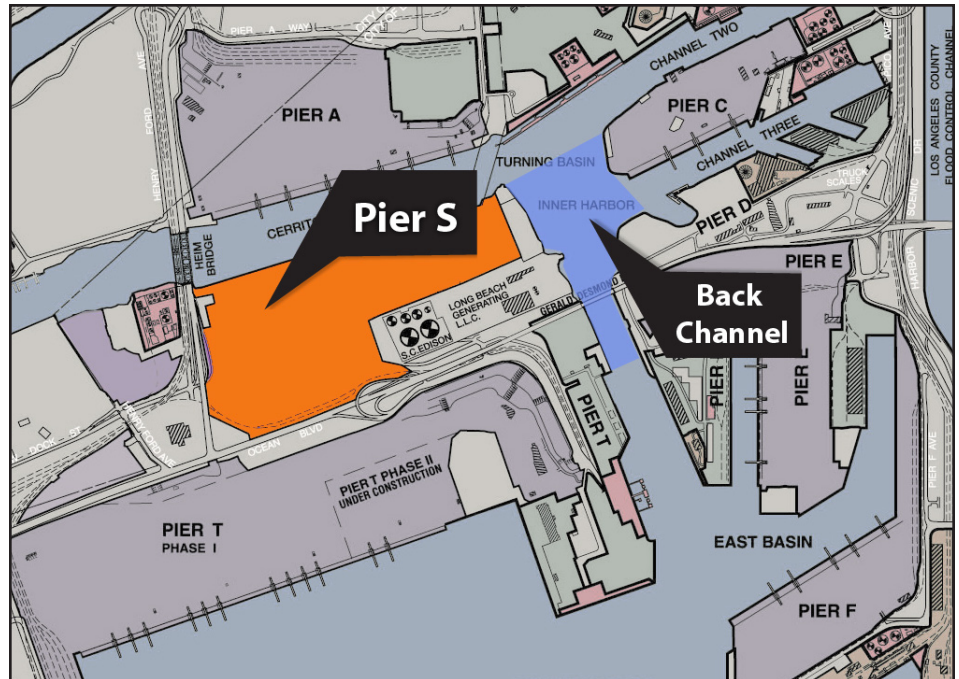
Employment

Pier S marine terminal operations will generate about 2,900 direct Port industry jobs in Southern California. When overall economic impacts are considered, the project is expected to support more than 25,000 jobs, generating wages and salaries of more than \$1.6 billion a year. The project’s construction will generate additional temporary economic benefits.

Background

The Port of Long Beach purchased the Pier S land in 1994 from Union Pacific Resources Corporation. The site had been contaminated from many years of industrial use, oil production and illegal dumping.

During the past several years, the Port of Long Beach has treated contaminated soil on the site, through an environmental process known as “remediation,” to prevent it from causing harm to human health or the environment. Working



with the state Department of Toxic Substances Control in a voluntary cleanup agreement, the Port has remediated an estimated 180,000 cubic yards of contaminated material.

Public Review

Before the Port-governing Long Beach Board of Harbor Commissioners can make a decision on whether or not to approve the project, extensive environmental review and public participation is required:

- During the “scoping” phase, the public and regulatory and resource agencies will be invited to submit comments at public meetings or in writing on topics for discussion in the draft EIR/EIS.
- Public comments during the

scoping phase will be accepted from January 26 through March 14, 2007.

- The Port and the Army Corps of Engineers will host two public scoping meetings to gather community input: February 12 at Cesar Chavez Park, 401 Golden Ave., at 7 p.m., and February 22 at Long Beach City Hall, 333 W. Ocean Blvd., at 6:30 p.m.
- A draft EIR/EIS will be circulated in 2007 for public review and further comment. The Port will invite comment on the EIR/EIS at public meetings and in writing.
- A final EIR/EIS will be circulated for public review prior to public hearings and evaluation by the Board of Harbor Commissioners and the Corps.

**For more information on the project, please call (562) 590-4160 or contact:
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